

## 5,000 MEN TRYING TO CLEAR STREETS

Public Thoroughfares Choked Despite  
Removal of Record Quantities  
of Ice and Slush.

### SUN'S RAYS HELPED SOME

Automobiles and Other Vehicles Which  
Stuck Fast Yesterday May Run  
Freely To-Day.

Filled with puddles and choked with slush, the streets of New York city were almost impassable throughout the morning and early afternoon yesterday. Sewer openings were blocked, cellars were over-run with water, and traffic was stalled in many sections and the crossing of thoroughfares on foot was, if attempted, accomplished only at the cost of wet feet and possible injury from falls.

Many injuries were reported to the police during the early part of the day, sustained by persons who had slipped and fallen in the slushy streets. Automobiles and vehicles of every description were caught in snow and remained there helpless until they could be dragged from their predicament. At noon three electric hansom and a delivery wagon were caught in the slush at Herald square and Thirty-fifth street and remained immobilized for twenty minutes.

With the aid of a powerful sun, however, William Bradley, contractor for the removal of the snow, with a force of five thousand men and more than three thousand wagons and teams, succeeded later in the day in partly clearing up the thoroughfares and rendering traffic and walking possible. Up to five o'clock last night about sixty-two thousand loads of snow had been removed from the streets, and the work was still being kept up. In spite of this, however, the sidewalks and park walks remained slush and snow filled on into the night. All through the day the walks in Madison square, only a few blocks from the Broadway offices, were choked. The walks in City Hall Park also caused great inconvenience earlier in the day. Much of the water in the gutters had run from the overfilled gutters down into the subway stations.

### AMBER HUNTERS OF BALTIC.

Earn Scant Livelihood and Work  
Only in the Roughest Weather—  
Booty Very Valuable.

The poor people who earn a precarious livelihood by gathering amber on the shores of the Baltic Sea work only in the roughest weather. When the wind blows in from the sea, as it often does with terrific violence, the bowlders are tossed and tumbled at the bottom of the great quantities of sea wreckage which is washed up on the beach. This is the harvest of the waiters, for hidden in the roots and branches of the seaweed and the wreckage of the sea, the precious gem may be found.

In other parts of the coast divers go crawling on their hands and knees for the lumps that are hidden in seaweed and under rocks. It is believed that once a great pine forest flourished here, where the great blowers roll, and that amber is the gum exuded from the trees, of which not a vestige remains.

The finds are very valuable. The largest piece known, weighing eighteen pounds, is in the Ruyter Museum in Berlin. The usual finds range from lumps as big as a man's head to particles like grains of sand. The largest pieces are found jammed in rocks or in tangles of marine vegetation. Divers work from four to five hours a day in all seasons except when the sea is blocked with ice—Nashville (Tenn.) American.

### OSTRICH FEATHER INDUSTRY

Represented in South Africa by  
About Twenty Firms, Who Cater  
to Wholesale Trade.

According to the chief of the Cape Town Labor Bureau, the feather industry is represented by about twenty firms, who cater for the wholesale trade. This, however, so far as over sea export is concerned, is very small, while on the other hand a fair amount of business is done in Cape Colony, the Transvaal, the Orange River colony, Trade with other British colonies and foreign countries has never assumed large dimensions, as the feather industries in the respective countries are only just getting started by import duties.

It is most desirable that in Australia, feathers, in their raw state at least, should be imported free, but even these are subjected to a duty. It is considered that this is one of the cases in which South Africa could benefit under any agreement for mutual preferences. The articles manufactured at the Cape are hats, shoes, fans and various types of dressed feathers. The latter are also given a duty. The turnover is roughly estimated at \$125,000.—Pittsburgh Times.

### SAY DANIEL O'DAY PLANS TRIP.

Stated in Asbury Park He Will Be in  
Europe Three Years.

It was stated in Asbury Park yesterday on apparently good authority that Daniel O'Day, a Standard Oil official, was about to leave for Europe for a three-year absence. The statement was strengthened by the further announcement that Mr. O'Day had given orders for permanently closing his country seat at Deal for the same period of time.

The European edition of the Herald, in addition to its full content service daily, publishes supplements with the arrival of every mail, containing an epitome of the news from all parts of the Union.

### Aged Woman Runs Into a Car.

Mrs. Besale Levinsky, sixty-five years old and nearly blind, who lives at No. 178 East Seventy-second street, was crossing Third avenue at Seventy-second street yesterday afternoon when she ran into a southbound car and was knocked down. Fortunately she fell to one side of the track, and, although rendered unconscious, was not otherwise badly injured. She was carried into a drug store and after being restored to consciousness pluckily insisted on going to her home.

### George F. Stackhouse in Jail.

In default of \$2,000 bail George F. Stackhouse, of East Orange, N. J., and until recently manager of a local branch of a Buffalo, N. Y. candy manufacturing concern, was yesterday locked up in the Ludlow Street Jail. The order for arrest was signed by Judge Lambert, of the Supreme Court of Erie county, in an action for \$2,000 for libel brought by Henry H. Rathbone, a salesman employed by the same company.

## HOW HEAVY SNOWFALL BLOCKED TRAFFIC IN NEW YORK STREETS



Example of the condition of  
side streets—36th St just West  
of Broadway

## FIVE LOST IN SCHOONER WRECK

The Lady Antrim Goes Ashore in New  
England Blizzard and Her  
Crew Drowns.

### VESSEL IS A TOTAL LOSS

Two Bodies Found on the Beach and  
Woman's Glove Mystifies the  
Searchers.

MAHLEHEAD, Mass., Tuesday.—Small fragments of the schooner Lady Antrim, of Boothbay, Me., were found to-day strewn along the shore of Marblehead Neck, off which the vessel was lost last night's storm. It is thought all on board were lost, as with the broken pieces of the vessel were the bodies of two of her crew. The crew is supposed to have numbered five men.

The vessel was so completely smashed up that it was some hours after the wreckage had been discovered that her identity was learned. The first body was found high up on the beach about noon, while the other was discovered late in the afternoon. From the description of wreckage along the Neck, it was thought to-night that the Lady Antrim struck either on Tom Moore's rocks or Tinker's Island late last night, but that she did not go to pieces until early to-day.

After the two bodies were found a portion of the vessel's stern, painted black, with white letters was recovered late this afternoon. This was the last indication of the hull of the vessel. Just before dawn one of the searchers picked up a seaboard on which were the words "Lady Antrim," which at last established the identity of the coaster. A woman's glove was also picked up.

The Lady Antrim was a two-masted, central schooner of eighty-three tons net burden. She was built at Edenton, N. C., in 1871, and rebuilt in 1880. She was owned by J. H. McGinnis, of Boothbay Harbor, Me., and it is thought he was one of the victims of the wreck.

### BOSTON TELLS OF THREE BOATS LOST

The C. C. Lane, the Winnie Lawry  
and the Rosa Mueller Go  
Ashore.

Boston, Mass., Tuesday.—With a blinding, heavy snow falling to the depth of from six inches in Boston to thirteen inches in Portland, and driven by a southeasterly gale of from forty to sixty miles an hour at exposed points on the coast, last night's blizzard raised havoc among the coastwise shipping.

The New Haven schooner C. C. Lane, New York, for Portland, with clay, struck on the ledge near Boston Light, and after a perilous row in a small boat the captain and five men were rescued by the custodians of the light. The vessel will probably be a total loss.

After being lashed in the rigging for twelve hours in the height of the storm, Captain Whelpley and crew of four men were rescued in an exhausted condition from their schooner, the Winnie Lawry, which struck on the sands off West Dennis during the night by a snow drift from South Yarmouth. The Lawry was bound for St. John, N. B., for New York with lumber. It was not known whether she was lost or not. The schooner Rose Mueller, out of Edgartown, was abandoned by her crew in a bad position.

### WOMAN DROWNS ON BARGE

Mrs. Bush, Wife of Captain, Lost at New  
London.

NEW LONDON, Conn., Tuesday.—Captain David Bush, of barge No. 14 of the New England Transportation Company, and his wife were aboard the barge at Ore dock late last night when the boat went down. The couple got out of the cabin, but could not get ashore, and before help came Mrs. Bush was drowned. The captain is suffering from the cold, but probably will recover. His wife was drowned in his arms. The couple lived at Staten Island and have four daughters at West New Brighton. Captain Bush is seventy-one years old and his wife was seventy-one.

### Mob Set Supreme Court at Naught

For the First Time in Country's History  
Order of Highest Judicial  
Body Was Nullified.

HERALD BUREAU,  
No. 734 FIFTH STREET, N. W.,  
WASHINGTON, D. C., Tuesday.

Department of Justice officials have under consideration the peculiar complications growing out of the lynching of "Ed" Johnson, a negro, at Chattanooga last night, but as yet no definite plan of procedure has been determined upon.

For the first time in the history of the country a mandate of the United States Supreme Court was nullified by this lynching. Justice Harlan on Saturday granted a stay in the case, Johnson being under arrest, and the stay was in effect until the order was nullified by the full bench at yesterday's session of the Supreme Court, and a synopsis of the order was telegraphed the Judge who tried the case and the Sheriff of Hamilton county, Tennessee, to hold the prisoner in custody until the case was disposed of by the Supreme Court.

When, therefore, the mob of Tennesseeans lynched Johnson in Chattanooga last night, the majesty of an order of the Supreme Court of the United States was nullified.



Persons waiting  
for cars at 34th St and Broadway

## First Conviction for Killing by Car

Conductor Who Tried to Run Trolley  
Is Found Guilty of Manslaughter  
in the Second Degree.

For the first time in the criminal history of this country a man has been convicted of manslaughter in the second degree for the killing of a life by his negligent management of a street car. This result was reached before Judge Foster, in General Sessions Court, yesterday, when Albert Oremann was found guilty of causing the death of Bernard McDonald.

Oremann was the conductor of a Lexington avenue car and employed by the New York City Railway Company. The motorman was Robert Seymour. They were on their way uptown, at three o'clock on the morning of June 1, when the motorman, who was told by witnesses, left his post to talk to a woman passenger and told Oremann to run the car. Oremann managed to get the car into the gutter, and lost control of the car. At full speed it went

along, and Seymour had not responded to the conductor's shouts for him when, at Thirty-ninth street, it crashed into a United States mail wagon. McDonald, the driver, was thrown to the pavement on his head.

Oremann alighted to aid the man, but the testimony showed that Seymour, taking charge of the car, did not get aboard, and when he did so sent the car ahead at full speed, not stopping to learn how seriously the driver was hurt. They took the car to the terminus of the line, at Lenox avenue and 142nd street, merely saying at the station that the car had hit a man, wagon, and adding that no one was hurt.

Both Oremann and Seymour were on the car when it made its next trip downtown. McDonald was being attended by an ambulance surgeon. They were recognized by William Boyd, a night watchman, who had witnessed the accident, and were arrested. Seymour was discharged. Oremann, indicted for manslaughter in the second degree, was found guilty in short order. He was remanded for sentence on Friday. The maximum penalty is imprisonment for fifteen years.

McDonald lived in No. 6 Grand avenue, Astoria. The railway company settled his relatives' claim for damages by paying \$20,000 to them.

## TITUS GETS POST ALIMONY CLERK IS AT HEADQUARTERS ACCUSED OF FRAUD

Inspector Is Put in Charge of the F. R. Kelly, Dismissed from Charities  
Bureau of Repairs and  
Supplies.

MOST IMPORTANT OFFICE DISTRICT ATTORNEY MAY ACT

Selection Made Because of the Police Commissioner's Confidence in His Subordinate's Strict Honesty.

Police Commissioner Bingham yesterday transferred Inspector George F. Kelly to the Fifth Inspection district to the supervision of the Bureau of Repairs and Supplies at Police Headquarters. Whether this is a permanent berth or only until the department has a Third Deputy Commissioner, Inspector Bingham declined to say.

He made it plain, however, that Titus had been put in charge of the bureau because of the confidence the Commissioner has in him and because he believes in his absolute honesty. In police circles it is well known that this bureau offers the greatest opportunity for "graft" of any department of the city government. Why Commissioner Bingham appointed Titus to the bureau was that he believed in the honesty of the man. Placed under the supervision of the Commissioner, Titus, in the department, as he is a lawyer.

When Commissioner Bingham went into office he put Deputy Commissioner Macdonald in charge of the bureau, but relieved him of the duties six weeks later. Since then Sergeant Richard Wright has been in charge. He will remain under Inspector Titus.

Another reason for the selection of Titus as head of the bureau is it is said that it gives Commissioner Bingham a chance to try out Captain Richard Gallagher, an acting inspector. At present there are four men in the list to fill the office. Three of the others, Hodgins, Formosa and O'Connor, have been acting inspectors for some time, and it is said that Commissioner Bingham wished to give Gallagher a chance.

Gallagher was transferred yesterday and Titus takes charge of his new post this morning. The Fourth precinct, or Brooklyn station, police, are placed under the supervision of Inspector Flood, in charge of the traffic squad, and taken from the supervision of the First Inspection district.

Specifically accused of being absent from his duties without leave, and with suspicion of having withheld money due to women in the work of the department, Frank R. Kelly, alimony clerk of the Charities Department, has been dismissed. Announcement to this effect was made yesterday by Commissioner Robert W. Hebbard, who has also furnished to District Attorney Jerome affidavits tending to show evidence of frauds committed by Kelly.

Frank R. Kelly was appointed to the position of alimony clerk in 1902 by Homer Hall, then Commissioner of Charities. He was notified by the Commissioner that he was absent without leave, and requested to appear before the Commissioner for trial. He ignored the request and his dismissal followed.

The dismissal of Kelly follows a number of dismissals that have been ordered since Commissioner Hebbard took office. At that time a report was filed in his office showing that for the five years previous to 1902 there had been stealings in the department to the amount of \$50,000. Of this amount \$25,000 was subsequently returned. This prompted Commissioner Hebbard to promulgate an order to the effect that all mail marked "personal" coming to the department and employees should come to his office and be opened by his private secretary, Mr. Baker. This order went into effect February 12.

According to Commissioner Hebbard, after this latter order went into effect, on February 12, Kelly suddenly disappeared, and was not seen again. This was the first of a series of disappearances, and he placed accounts at work on Kelly's books.

At a result of these investigations the Commissioner has several affidavits in his possession from women, who assert that they received certain sums of money, while the books showed that they should have received larger amounts. One woman received \$100, another \$50, and another \$25, while Kelly's records show he received \$25, while Kelly's records show he received \$100, another woman, on February 20, 1906, received \$100, the records show \$25, another on December 22, 1905, received \$12; the records give \$15, and in another case a woman received \$10, while Kelly's books show \$25. All these women say that the receipts given them were found to be blank when they opened them, no amount of money having been filled in, but they were forced to sign them.

Yesterday the Commissioner received word from Kelly's brother, in explanation of his absence, saying that he had been very ill and would like to get to the office on Friday. Kelly lives at No. 27 West 11th street. A reporter for the Herald called at the house last night, but though Kelly lived there, repeated rings at the bell elicited no response.

Kelly is not the only one dismissed by the Commissioner since he has taken office. In the last two weeks he has discharged three persons. Thomas E. Lane, an investigator attached to the outside poor division, was discharged for being absent forty-four days without leave, sleeping, eating, a stenographer in the same division, was dismissed for being habitually tardy. The Commissioner also dismissed Dr. J. B. Mikel, formerly superintendent of the Metropolitan Hospital, had been allowed to resign. Charges had been preferred against him. It is alleged by the Board of Medical Examiners attached to the hospital

### Negroes Quit Work in Chattanooga and Saloons Are Closed.

CHATTANOOGA, Tenn., Tuesday.—The negroes employed in several factories quit work to-day, presumably on account of the lynching of "Ed" Johnson by a mob last night. The police force and Sheriff's officials are in conference looking toward measures for the prevention of a possible riot. Johnson was a prisoner under federal control. Action by the federal authorities is looked for.

The police commission, fearing a race riot here as a result of last night's lynching, to-day ordered all saloons in the city to close at once and remain closed until further orders.

## FRIGHT AT OCEAN'S FURY KILLS CHILD

High Seas Pound the Columbia So  
Viciously That an Eight-Year-Old  
Girl Has Heart Disease.

### LITTLE BODY BURIED AT SEA

Passengers on the Champagne Also Have  
a Rough Voyage—One Vessel Flooded.  
Continuously for Seventy Hours.

After voyages lengthened by almost continual combat with gales, the sea and the Columbia, of the Anchor line, and the Champagne, of the French line, reached port yesterday nearly two days overdue. Captain Wadsworth, of the Columbia, said it was one of the most severe voyages in his experience.

Roughest weather was encountered on March 14, when waves broke over the bow continually. On that day Ida Barbach, an eight-year-old orphan girl who was coming to this country with her uncle and aunt, died from heart disease, superinduced, it was believed, by fright at the violence of the storm and the manner in which the vessel was tossed about. The body was buried at sea.

There was a rumor in circulation on the dock that a net belonging to the child had jumped overboard following the commission of its mistress' body to the deep. Investigation led to the discovery that the little girl had had no such net.

Thirteen professional English and Scotch golfers, who were on the Columbia. All are attached to prominent golf clubs in this country and have been passing the winter at the country club at Hoboken, who is of the Englewood Club, said that for seventy hours on a stretch the seas came down on the Columbia's forward deck so violently that all the passengers had to be kept locked in and sailors went about with helmets on their heads. Somewhat less exciting was the experience of the Champagne, though the vessel got a good share of the storm. Emilio Guanter, the ship's carpenter, was thrown across the deck by a lurch of the vessel Sunday afternoon, spraining his shoulder.

## TREMENDOUS WAVES BEACH BIG FRUITE

Norwegian Steamship the Bodo Is  
Driven High Up on Shore  
Near Fire Island.

FIRE ISLAND, L. I., Tuesday.—Bound from Port Antonio, Jamaica, W. I., to New York, the Norwegian steamship, the Bodo, with a large cargo of valuable fruit, went ashore a few miles west of Fire Island in extremely thick weather last night about midnight. There was a raging gale blowing from the southeast and the sea was running high, and when the vessel struck she was forced so far up on the beach by the tremendous waves that when the sea had subsided at noon to-day the members of the various life saving crews that went to the vessel's assistance were able to walk almost to the side of the freighter.

Captain Berger N. Larsen was in command of the Bodo, and with his crew of twenty-two men left the vessel to enter the Oak Island life saving station. They later returned to the vessel, which is owned by the United Fruit Company. The Bodo left Port Antonio last Wednesday, and did not encounter heavy weather until Sunday night. To-night the vessel is firmly held in the sand, between the inner beach and the beach off Gilgo inlet, where the old wreckers along the coast who have seen many a wreck may have chances of getting off are small unless unusually heavy tides assist.

The question that will puzzle the underwriters is how the vessel can be hauled into deep water again. She ran on at high tide. Her cargo is valued at about \$15,000, and all of this will be lost unless she can be hauled off the beach. The men on the sides of the vessel without damaging the thousands of bunches of bananas in the hold. Wrecking tugs have been standing by all day endeavoring to render assistance in hauling her off.

## BARGES ARE SUNK, CREWS IN PERIL

Women and Children Rescued from  
Craft During the Storm in  
the Sound.

SPECIAL DESPATCH TO THE HERALD—J  
NEW HAVEN, Conn., Tuesday.—Michael Kelly, Robert Mikhman and William Kennedy were rescued to-day from Sperry light, off New Haven, by the crew of the tow boat Baxter after the men had spent all night there. They had suffered much from exposure.

The men were part of the crew having in tow a line of canal boats laden with coal. The barges ran on the rocks and broke to pieces. The men scrambled up the breakwater. Several times during the night they tried to swim them, but not until early to-day could they be taken off. The coal barges Marie Kelley and New England No. 10 sank yesterday off Merwade Point in the storm. The crew of the New York, and James Grully, of this city, were able to reach other barges in the Sound in the storm. The crew of the New York were taken aboard the leading barge for safety, but much peril was encountered making transfer in a heavy sea with blinding snowfall.

### BARGE AND A CREW LOST.

The Martha E. McCabe Disappears Off Bar-  
negat—The Virginia Hudson Also Gone.

While being towed by the Margaret, of Baltimore, from Norfolk to New York the barge Martha E. McCabe broke loose off Barnegat in a storm on Monday night and fears are entertained that she, with her captain, Willard Massey, and a crew of two men, went to the bottom. The barge Virginia Hudson is believed to have shared the McCabe's fate.

With this barge J. R. Dempsey, Hudson and McCabe, the Margaret ran into a storm off Atlantic City Monday morning. While the wind was at a seventy-five mile clip and the seas were dashing over tug and tow continuously the Hudson broke loose and drifted away. Her crew was rescued, though with extreme difficulty, by that of the tug. The barge could not again be secured, however, and the Margaret continued on her way with the other two straining after her.

Just off Barnegat the gale reached its height. Captain Hickman, of the Margaret, says it was the worst storm he ever encountered. The McCabe, at the end of the tow, began to pitch about in an alarming manner. The full length of her towline was paid out, but a big wave struck the barge and snapped the heavy cable, unable to render aid in the terrific seas, Captain Hickman decided to continue on to New York with his towline, and the Margaret arrived about four o'clock yesterday morning, and at once put back to sea in the hope of picking up the McCabe.

### MAY SHOW CRIMES DONE.

More Work To Be Done in Investigation  
of Irregularities in  
Civil Service.

William F. Baker, president of the Municipal Civil Service Commission, communicated with District Attorney Jerome yesterday as to his discoveries concerning irregularities in the examination papers of several sergeants of police who recently were promoted. He asked for the co-

operation of the District Attorney, as the matter may develop into criminal prosecution. As a result, Assistant District Attorney Hart will attend the examination of witnesses before Mr. Baker this afternoon and will take part in their examination.

Mr. Baker said the acceptance of the resignation of Ernest L. Crandall, one of the examiners of the department, because of the irregularities did not mean the Commission had dropped the matter.

### \$3,000 for Insurance Hearing Room.

District Attorney Jerome yesterday obtained from the Board of Aldermen an appropriation of \$3,000 to prepare a new court room in the Criminal Courts Building for the trial of insurance cases. Mr. Jerome, it was told to the Aldermen, wishes to have the room ready by April 1, as he desires to begin the investigation on that date.

### Henry M. Tilford Subpoenaed.

Henry Wollman, New York counsel for Attorney General Hadley, of Missouri, who is holding the Standard Oil Company hearing in this State, announced last night

that the work of serving Henry M. Tilford with a subpoena in the matter of the hearing had been accomplished. He said the subpoena had been served on Mr. Tilford during the day.

### TREES ARE SAFE IN SPAIN.

Most of the Inhabitants There Do Not  
Fell Forests Even for  
Firewood.

Most of the Spaniards dislike to fell trees or cut live timber of any sort, and this fact perhaps accounts for the giant trees of California. The Spaniards in Mexico also pushed their way through the forest of pines through the dense forests, not a twig did their axes chop down. Nor do the Spaniards transplant to the new world ever destroy timber.

The Spaniard does not even fell trees for firewood, but picks up dead limbs as they fall to the ground or pulls them from the trees with his lariat.—London Express.

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SHEETS	90x108 "	15.00	16.00
Regularly \$15.00 to \$20.00 pair.			
PILLOW CASES,	regularly \$5.00 to \$6.00	3.50 to 4.25 pair	

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SHEETS, 68 x 99 inches,	56c. each.	
72 x 99 "	62c. "	72c. each.
81 x 99 "	68c. "	78c. "
90 x 99 "	75c. "	85c. "
CASES, 45 x 38 1/2 "	16c. "	21c. "
50 x 38 1/2 "	18c. "	23c. "

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Overcoats, and a very wel-  
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The Ormond  
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